

Intimations.

WHY IS

ARMOUR'S BEEF JUICE

PREFERRED TO ANY OTHER MAKE BY THE PHYSICIAN AND PUBLIC.

BECAUSE THEY KNOW THAT GOOD RESULTS FOLLOW ITS USE.

A SPECIALITY FOR INVALIDS.

REQUIRES NO DIGESTIVE EFFORT.

THE PULSE QUICKENED

AND THE

HEART'S ACTION STRENGTHENED.

INVALUABLE IN THE SICK ROOM.

SOLE AGENTS:-

WATKINS & CO.,

APOTHECARIES' HALL, 56, Queen's Road Central.

Hongkong, 23rd January, 1896.

Today's Advertisements.

ST. JOHN'S LODGE

OF HONGKONG, No. 618, S.C.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, THIS EVENING, the 7th instant, at 8 for 8.30 o'clock precisely. Visiting Brethren are cordially invited to attend. Hongkong, 7th February, 1896. [287]

ZETLAND LODGE

No. 226, E.C.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on FRIDAY, the 14th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 7th February, 1896. [288]

OCEAN STEAMSHIP COMPANY.

FOR KOBE AND YOKOHAMA.

THE Steamship

"IXION," Captain Nish, will be despatched TO-MORROW, the 8th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th February, 1896. [285]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"KASHING," Captain Hopkins, will be despatched TO-MORROW, the 8th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th February, 1896. [290]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"PAOTING," Captain Gyles, will be despatched on MONDAY, the 10th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th February, 1896. [291]

"PEIYANG,"

Captain Th. Lehmann, will be despatched for the above Port on TUESDAY, the 11th instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 7th February, 1896. [292]

RICKMERS LINE.

REGULAR MONTHLY SERVICE FROM BREMEN, MIDDLESBRO, ANTWERP AND HAMBURG.

VIA SUEZ CANAL TO PENANG, SINGAPORE, HONGKONG, SHANGHAI, HIOGO AND YOKOHAMA.

FROM HOME.

PROPOSED SAILINGS OF THE NEW ELKANOT STEAMERS OF THE RICKMERS LINE.

RICKMILLING, SHIPBUILDING AND SHIPBUILDING COMPANY OF BREMEN.

(SUBJECT TO ALTERATIONS.)

Dorothea Rickmers..... 13,846 | December.

Dorothea Rickmers..... 13,846 | January.

Dorothea Rickmers..... 13,846 | February.

Dorothea Rickmers..... 13,846 | March.

Dorothea Rickmers..... 13,846 | April.

Dorothea Rickmers..... 13,846 | May.

Dorothea Rickmers..... 13,846 | June.

Dorothea Rickmers..... 13,846 | July.

Dorothea Rickmers..... 13,846 | August.

Dorothea Rickmers..... 13,846 | September.

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Dorothea Rickmers..... 13,846 | June.

Intimations.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to the Manager. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the discussion of all questions of public interest, the Editor does not in any way hold himself responsible for opinions therein expressed.

Advertisements are requested to forward all notices intended for insertion in this day's issue not later than 3 o'clock so as to reach the printer in time for publication.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic "dress" is "Telegraph," Hongkong.

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OFFICIAL returns show 717 foreigners in Kobe and 133 in Osaka. Most of the latter are missionaries.

THE Yokohama Electric Light Company proposes to increase its capital with a view to erecting another engine shed. The company is now furnishing light for 6,544 lamps.

Miss Helen Gould, daughter of the late Mr. Jay Gould, has completed the full course of the law school of New York University, coming out with a brilliant average, and will receive a diploma of LL.B.

A CRICKET match, the Club v. the Navy commenced to-day and will be continued to-morrow. By permission of Admiral Buller, Captain Logan and the officers of the fleet, the band of the *Centurion* will play on the ground to-morrow afternoon.

SIR Gerald Graham and Lord Wolseley were in the Crimea together as subalterns, and six years afterwards fought side by side in China. Lord Wolseley, speaking of his companion in arms, refers to Sir Gerald as "perhaps the bravest man, the man most insensible to danger, I ever knew."

THIS morning a dead codfish was picked up by the Police near the Harbour Office, and it is believed he succumbed to Black Plague. It is probable the deceased was thrown out of some lodging-house near by to prevent the trouble and expense which would ensue were the house in which he died known to the sanitary authorities.

At the meeting of the Municipal Commissioners at Singapore on the 29th ultimo the following letter from the Colonial Secretary was read:—"Sir, I am directed by the Governor to inform you that, on the 29th instant, a telegram was received from the Colonial Secretary, Hongkong, in reply to inquiry made by this Government, stating that a few sporadic cases of bubonic plague had occurred in Hongkong, but that no reports of the existence of the disease at other Chinese ports had been received. Steps will be taken to obtain periodical reports as to the progress of the disease."

A MEETING of the Legislative Council will be held on Tuesday, the 11th instant, at 3 p.m.

BUSINESS:

(1) Financial Minute, No. 1.

(2) Sanitary Bye-laws.

ORDERS OF THE DAY:—

(1) First reading of a Bill entitled "An Ordinance to prevent frauds as to the validity of documents heretofore sealed with the Seal of the Colonial Office of Admiralty of Hongkong."

(2) First reading of a Bill entitled "An Ordinance to amend and consolidate the Law relating to Factors."

(3) First reading of a Bill entitled "An Ordinance for codifying the Law relating to the Sale of Goods."

(4) First reading of a Bill entitled "An Ordinance to amend the practice as to the vesting of the registration of a *Life Insurance*."

(5) First reading of a Bill entitled "An Ordinance to provide for the extradition of Fugitive Criminals from the Territory of the British North Borneo Company."

(6) First reading of a Bill entitled "An Ordinance for the Incorporation of the President in Hongkong of the Basel Evangelical Missionary Society."

(7) Committee on the Bill entitled "An Ordinance to amend the Law as to certain Moneys paid into the Supreme Court or to the Registrar thereof."

N.B.—Meetings of the Finance and Public Works Committees will be held after the meeting of the Legislative Council.

THE *Japan Mail* of the 22nd ultimo deals editorially with the acquittal of Viscount Mura, late Minister to Korea, by the Court at Hiroshima. It contends that the death of the Queen could not have been included in the programme of the *coup d'Etat*, and that, as a consequence, the acquittal on the charge of being an accessory to the murder of the Queen must have failed. The *Mail* considers that Mura remains nothing more than a very reckless diplomatic blunderer, for whom deprivation of office and permanent retirement are the only penalties that can be inflicted. The adoption of this course, the *Mail* thinks, would definitely disavow the Japanese Government from all participation in the acts of its agent. On the 25th the same journal summarizes the opinions of the leading Tokyo journals on the subject. The *Nichi Nichi* thinks that the acquittal on the criminal charge was a foregone conclusion, but at the same time, by the acquittal the Government is in no way cleared of its responsibility, and it now devolves the duty of adequately punishing its agent for a flagrant breach of instructions and the exercise of powers beyond those attaching to his office. The *Kokumin*, *Nippon* and *Choya* think that the verdict is equivalent to an announcement to the world that the Japanese Government accepts the responsibility for the *coup d'Etat*, and they unite in calling upon the Cabinet to resign and thus wipe out the disgrace they have brought upon the fair name of Dai Nippon. The *Nippon*, on the other hand, thinks the acquittal has wiped out the stain on Japan's name, and therefore rejoices and is exceedingly glad.

MEMORANDA.

FRIDAY.—7th February.

8.30 p.m.—Meeting of St. John's Lodge.

SATURDAY.—8th February.

The Transfer Books of the H.K. and Kowloon Wharf and Godown Co., Ltd., closed from 8th to 17th inst.

Noon.—China leaves for San Francisco, via usual ports of call.

2.30 p.m.—Auction of porcelain, etc., at Mr. G. F. Lammer's sale-rooms, Duddell Street.

9 p.m.—A.C.C. Performance at the Theatre Royal, City Hall.

His Holiness the Pope is reported to have granted a French *litterateur* permission to write his biography, and for this purpose has given him free access to the family archives of the Counts Pecci, in Carpieto.

A CORRESPONDENT of the *Daily Chronicle* thus describes President Kruger as he appeared when in England after the Transvaal war:—"I remember Kruger, fat and slow, with a face the colour of parchment, and his hands and mouth stained with tobacco juice. He seldom was without a very strong cigar in his mouth. He had a most natty appearance, and thought nothing of receiving visitors in his shirt sleeves."

It is reported in a London paper received by the French mail that the moves of British regiments throughout the world, next trooping season, have been approved. Of the Infantry regiments which will change their stations, the 1st Battalion King's Royal Rifle Corps (50th) will go to the Cape from India, and the 2nd Battalion of the same regiment, now stationed at Malta, will go on to India. It is only four years since the 2nd Battalion left home, and five years since the 1st Battalion went abroad. The 1st Battalion of the Rifle Brigade, which has been abroad for upwards of fifteen years, will make only a short move from Hongkong to Singapore; and the 2nd Battalion of the Royal Welsh Fusiliers, which will by next season have had nearly seventeen years at home, will proceed to Malta.

SPORTING GOSSIP.

I hear that some people who, although they do not own race-horses, take a good deal of interest in Hongkong's great annual carnival are disappointed because I have not reviewed the entries for the meeting which (D.V. and W.P.) commences on the 20th instant. As a matter of fact I have postponed this important part of my duty for the very good reason that were I to go into details respecting the merits of the various sprinters, stayers, cheeks and cripples at the present moment it is highly probable that before many days have gone by I should have cause to amend my statement considerably. Probably about Wednesday or Thursday next the points—especially the "cracks"—will be trained down to such a fine point and will have done so many gallops in good company that I shall then be able to form an opinion of them which will be worth recording in the *Hongkong Telegraph*; but anything of the sort during the past few days would have been as useless as it would have been distinctly premature and foolish. In due course we will do the needful. China ponies are the reverse of reliable at the best of times, and no wonder, seeing that they are taken off the plains of Mongolia and subjected to a process of rapid transformation which the constitution of a horse can alone stand. And it is, indeed, little wonder that the life of the Mongolian racer is as a rule short after he has been initiated in the mysteries of western civilisation.

I've just received a copy of the report of the Singapore Sporting Club, which was to be presented at the annual general meeting to be held this afternoon in the Exchange. It is an unusually interesting report and I therefore think it worthy of insertion in these notes. It reads thus:—

The Committee is again able to submit a satisfactory statement of the Club's accounts showing a credit balance of \$662.92.

In May last a lease for 20 years was entered into with the owners of about 5 acres of land adjoining the Race Course, which has been laid out to great advantage, giving increased accommodation in the paddock, lawns, servants' quarters, &c.

Considerable expenditure has been incurred in improving this property, raising and enlarging the lawns, constructing new bridges, drainage, and making roads, all of which are of a permanent character.

The amount paid in prize money exceeds that of any previous years, and the Committee are of opinion that the increased value of prizes is appreciated by owners.

The balance of debentures on the Grand Stand (\$1,500) has been paid off and other debentures to the value of \$8,000 have been issued for the construction of the new Members' Stand, etc.

This building has been completed and is much appreciated. It affords ample accommodation for the requirements of the Members and Stewards, and is of strong and durable construction.

Subscriptions under this heading show an increase of \$750 over last year's receipts. The total active membership now stands at 493 as against 272 in 1895, which shows the growing popularity of the Club.

In November last the sanction of the members was given to the Club forming part of the "Straita Racing Association," which comprises all the Racing Clubs in the Straits, and it is considered that this will be beneficial to owners as well as to the Club; the main object of the Association being to have uniform Rules of Racing and have a Central Committee of Appeal to decide all questions in dispute submitted to it.

From the *Racing Calendar* it appears that in 1895 there were 1,787 races decided in Great Britain and Ireland, as compared with 1,768 in 1894 and 1,771 in 1893. The races of the past season consisted of 805 of five furlongs and under a mile, 224 of six furlongs and under a mile, 165 of one mile, 145 of one mile and under two, 45 of two and under three miles, 8 over three and under four miles, and 3 of four miles. The above races were contested by 4,083 horses—an increase of 183 over 1894. Of this number 1,597 were two years old, 1,000 were three years old, 417 were four years old, and 469 were five years old, or upwards.

There was little difference, as compared with the previous year's total, except in the three-year-olds, which rose from 779 in 1894 to 900 in 1895. The four-year-old figures were identical with their predecessors. There was an increase of 22 in the juveniles and of 30 in the older horses.

Exclusive of matches and private sweepstakes, which amounted to £725, the total value of the stakes was during 1895 was—In England, £244,728 11s. 6d.; in Scotland, £115,507 10s. 6d.; in Ireland, £21,621 8s. 6d.—making a grand total of £281,857 6s. 6d. Ten years ago the total stake was £241,813 16s. 8d. and in 1874 the figures were £27,150 10s. These figures include only the winnings of the first horse, and are exclusive of second and third prizes. It will be seen that twenty years ago the prize won averaged £166 for each horse in training, while in 1895 the average was £157.

At I shall be 'on the job' to-morrow morning, with 'clock' in hand, and shall have tons of training notes for your next issue. I guess the budget is about as much as space can be found for to-day.

Yours truly,
LARRY BIRD.

Hongkong, 7th February, 1896.

CATTLE DISEASE IN HONGKONG.

During the past week persistent rumours of an outbreak of cattle disease in the Colony led to investigations by a member of the staff of this journal, who ascertained that for once, at all events, Dame Rumour was right. It appears that about a month ago a Chinese milk vendor, whose "dairy" is situated in Wanchai, bought a cow off some steamer then in port and which had arrived from Japan. It was soon seen that this cow was sick, and she died in a cow-shed in Kennedy Street, Wanchai, which is owned by Wing Hop. Soon after this two of Chee Bee's cows (Chee Bee, it seems, kept cows in one of Wing Hop's sheds) gave up the ghost, and were carted through the public streets and buried in Soe Koon Poo (Kohshu) valley. Then, about 15 days ago, Wing Hop transported the whole of his cows, about

Anchorage, but I could not make out what they were, though I thought them to be fishing lights. I could not make out, even with my glasses, that they were fishing lights. I was so near the Dock boys. I noticed that the course was being altered, between Lyseum and East Rocks, but do not know how many times.

Arthur Roberts Woodrow, the second officer, said:—I went on the bridge on the night we entered port about 9.30 p.m., when near Cape D'Aguilar light. The Captain was on the bridge. When passing the light we were steering by the land. The Captain was giving all directions. Off Cape D'Aguilar the engines were going full speed, and we came through Lymington passage full speed. After clearing the pass the Captain kept the ship's head as he thought fit. I did not know the harbour well enough to form an opinion of the ship's position. I do not remember much of the lights. I remember a buoy being reported from the forecastle. We were never steering for the Dock. The Dock lights were always on the starboard bow. I did not notice if the course was being altered to counteract the set to starboard by the tide. The buoy we sighted was not a conical buoy. I do not know if the course was altered after sighting the buoy. The Captain looked at the buoy and did not seem at all uneasy. It was shortly after this we struck. Before we reached the Dock the engines were put ashore. This is the only time the telegraph was used.

By the Assistant:—The buoy appeared close alongside—very close. The vessel's full speed is about nine knots. "Stand by" was the order while coming through the pass.

By the President:—The Captain left the bridge several times to consult the chart in his room under the bridge—I think three times. He told me he was going to look at the chart. He was only away a short time. The Captain was perfectly sober. I have never seen him under the influence of drink. After sighting the buoy, the ship's head was turned more toward the Kowloon side, and I left the forecastle head to see about it. I do not know what order was given. It was only a slight change. As I got on to the bridge, the ship struck. I intended to tell the Captain we were too close in when passing the buoy. We thought when we struck we had only hit a buoy. We did not think it was a rock. I went on the bridge because I thought, from seeing the buoy and the red light on Kowloon side (telegraph anchorage) we were too close in.

The Chief Officer, recalled, said:—On the night in question the Captain was perfectly sober. I have never seen him under the influence of drink. After sighting the buoy, the ship's head was turned more toward the Kowloon side, and I left the forecastle head to see about it. I do not know what order was given. It was only a slight change. As I got on to the bridge, the ship struck. I intended to tell the Captain we were too close in when passing the buoy. We thought when we struck we had only hit a buoy. We did not think it was a rock. I went on the bridge because I thought, from seeing the buoy and the red light on Kowloon side (telegraph anchorage) we were too close in.

After brief deliberation the Court delivered the following

FINDING.
From the evidence before it the Court has formed the opinion that the Master would have displayed better judgment if he had not attempted to make the port at night, as his local knowledge did not justify him in doing so. Nor does it appear that any special precautions were taken under the circumstances. The Master, however, has not appeared before the Court, and the Court is informed that he has left the port, although there were grounds for believing that before he left he was aware that a Court would be appointed to investigate the casualty to his ship. His departure, therefore, has the appearance of an unwillingness to appear before a Court. In his absence, however, and without his having an opportunity of making a defence, the Court does not deal with his certificate. The Officers appear to have conducted themselves in a proper and becoming manner under the circumstances.

THE U.S. CHENG TU COMMISSION.

[N. C. Daily News, February 5th.]

The United States Chengtu Commission has returned, having arrived here safely on Saturday after four months of arduous travel. We are glad to learn that the Chinese officials, everywhere in the four provinces traversed, were most friendly, especially so at Chengtu, where the Viceroy, who is described as a splendidly capable ruler, has the people thoroughly in hand. Every facility was given the Commission in the conduct of its investigation; there were no signs of obstructiveness, and the mission's claims were promptly agreed to. The returning missionaries received in the most friendly manner. In Chengtu every diligence was being shown in searching out the officials who were implicated in the outrages. We believe that it is fairly well established that the cause of the riot at Chengtu was as alleged by the speakers at the meetings in Shanghai. This connection, we may mention that the U.S. Department of State has expressed its strong approval of the action of the American meeting here, and the course taken by the U.S. Consul-General in the matter. The work of the Commission promises to be of great value as a preventive of riots in the future; and the Commissioners must be congratulated on the thoroughness and complete discretion with which they have carried out their difficult work. As well as on the success that has crowned their labours. Their report has to go to Peking and thence to Washington before it can be made public in China.

[Shanghai Mercury, February 5th.]

American citizens at Shanghai are gratified to learn that the Commission of Inquiry into the Chengtu riots of May-June, 1895, has reached this port thoroughly satisfied with the results of the mission. Thus the principle claimed by the American citizens here of their right to appeal direct for aid to Washington has been substantiated by not only the action of the U.S. Commission but with the result that, so far as claims have been advanced, complete restitution on the part of the Chinese Government and its officials, with promises of protection in the future, has been made. The course Mr. Fenjalon took in attending the meetings of American citizens and representing their views to his Government has also been supported by the State Department. Although the Commission was late in season in setting out for the scene of the riot, its ultimate arrival at Chengtu has had a most salutary effect, and where, but a few months ago, the populace, headed by the officials, heaped every indignity on the foreigners, tore down their residences and compelled them to fly as refugees to the treaty ports, the natives, represented by new officials, uniformly have done homage to the foreign official protectors of the missionaries. At Chengtu everything was done that possibly could be done to conciliate the Commission and prove that the authorities recognized the importance of their mission and the objects they had in view. The Commission took just seven days on the journey from Tientsin to Chengtu, a distance of nearly 1,000 miles. The whole distance covered, including the journey to Shanghai, being about 1,500 miles. Mule carts were used for a certain distance until the road led over mountainous country, when strong official chairs were secured, and the entry into Chengtu was made in chairs. The Commission passed through the four provinces of Chihli, Shanai, Szechuan, and Szechuan, and on arriving at the headquarters of each province the guards of native soldiers were changed, each Viceroy (including a special

guard to the Commission whilst it passed through his province. At every city the Commissioners stopped at the officials in charge. Everywhere they were met with the most cordial and friendly reception. In fact, in their official receptions, nothing was lacking that the Chinese officials could possibly offer. Yet at times, when halts had to be made at wayside inns, starts made at early dawn, and the day's journey to be done in unfriendly weather, the lot of the Commissioners was unpleasant in the extreme. On entering a large city, for the sake of creating an imposing impression, the little train was halted and a kind of military order formed and preceded by the "Siam and Siam" the entry was made. The flag exposed to the inclemency of the weather soon gave out, being reduced to a few shreds. The road from Tientsin to Chungking was found by the Commission to be excellent in its way compared with Chinese ordinary roads, the Szechuan portion especially so. This road, called the Northern Road, is really the one over which Marco Polo travelled. The entry into Chengtu was made in silence, but a courteous welcome was extended by the officials. A *lungkuang* was specially prepared, an official house being used for that purpose, and everything done for the accommodation of the Commissioners, even to providing domestic attendants and putting glass windows in the building. The inquiry at Chengtu was soon concluded. The officials admitted, without any contradiction, the reports of the missionaries over affairs financially and the claim of the American Methodist Episcopal Mission, who claimed Tia. 19,395, and this sum was promptly passed for payment. In fact, the officials were eager to settle every claim without delay, but this could not be done as only the above claim was formulated. On the Commission leaving, the officials, to show their desire for conciliation and their endeavours to render every possible protection, invited the Chinese inland Mission to use the *lungkuang* for their mission work until it was convenient for that mission to secure other premises. The effect of such an official building being occupied by foreigners for the propagation of Christianity cannot but appear with greater force to the people to the intention of the officials to protect and uphold such work. The sole duty of the Commission was to inquire into the outrages and make a report to Washington, not in any way to try or judge the defendants, and to settle over affairs financially and the claim of the missionaries. This the Commission has accomplished, and with such good grace and evident results that the impression of their visit to Chengtu associated with their mission will not be forgotten by the natives, official and otherwise, for many a day. The Viceroy of Szechuan is considered a strong-minded man, who states that he is determined to prevent any repetition of last year's disturbances. He has also made known his desire that the foreigners should return to Chengtu, when he will promise them every protection against insult and persecution. Not only has this effect been produced in Chengtu, but in every city through which the Commission has passed, the great difference of the officials leads one to assume a like conclusion. As stated on Saturday, the Commissioners—who all look well and the better for their trip—will stay at Shanghai to formulate their report, which will most probably be forwarded direct to Washington, subject to the decision of Mr. Denby.

QUEEN'S COLLEGE.

THE EXAMINERS' REPORT.

The following is the Examiners' report submitted at the prize distribution yesterday:—The Examiners were the Rev. R. F. Cobbold, M.A., and Rev. W. Pearce, and their report is addressed to the Governing Body of the College. It is very long and would occupy three columns if reproduced in full. The following are extracts from it:—

"In accordance with instructions received from you we have examined, either by written work or orally, all the subjects taught in the College, including the Chinese school, with the exception of shorthand, which we understand is at an elementary stage, it being undesirable that boys commencing this subject should be subjected to any test in it until they have arrived at a certain standard of proficiency."

"The examination occupied eleven days (January 3rd to 16th), exclusive of one day given to the Chinese school, and on eight of these days the work was carried on in the afternoon as well as in the morning."

"Papers were set in all the subjects offered except reading, conversation, and the pupil teachers' practical work, which were taken orally. Great care was taken to preserve, as far as possible, the standard hitherto adopted in the annual examinations, the questions being carefully chosen to test the knowledge which had been imparted to the boys in these portions of their subjects which they were to be tested on."

"In reporting upon the work of 550 boys it is impossible, without being inconveniently lengthy, to give more than a general view of the results of the examination. To do this would necessitate a detailed report upon each class, or set of parallel divisions, and as this cannot be done we would draw attention to the mark sheets, which have been prepared to show not only the order of merit in each division, but also the percentage of marks obtained in each subject by each boy, and the percentage of passes in each subject in each division, as well as the actual number of passes and failures awarded to each boy."

"With regard to the actual work, as might be expected in a school of this kind and size, where some boys have been so long and some so short a time under tuition, the work showed great unevenness. But what is less easily accountable is the fact that the boys in one class, not excepting the First, showed great disparity of attainment in the same work done. There were a good many cases of conspicuous success, but there was also a lamentable amount of weak and inaccurate work. The best subjects were writing, algebra, and bookkeeping, and the worst conversation, composition, Latin, Euclid."

"Finally, while we recognize in the work of individual boys evidence of sound and careful teaching, the general efficiency of the work appeared to us to be small. We think that boys are pushed on too rapidly, and we feel sure that more attention should be given to the teaching and the study of English. We believe that much good might be effected, and the standard of efficiency raised, if the ability and energy of the European staff were directed more to the Chinese boys. And we are not content that it is for the welfare of the School, or in the interests of the education of the Chinese, that the non-Chinese boys should be

in separate classes, and consequently the whole time of two European masters be given entirely to them."

"We are pleased to be able to report very favourably on the discipline of the School and the general orderly behaviour of the boys. Lastly, our thanks are due to the Head Master and the Assistant Masters for their ready co-operation with us in all matters where we needed their assistance."

PRIZE LIST.

The following is the Prize List:—

OXFORD LOCAL EXAMINATIONS, 1895.

Senior.

U. Hargreaves, A.A., 1894, distinguished in Mathematics 1895; Li Kiu-ching, A.A., Wong Ting-uo, A.A.

Junior.

Harold Seth, Chiu King-ling (over age), Sham Ho-lam (over age).

PRIZE LIST.

Charles Ellis, Frank Long.

SCHOLARSHIPS.

Morrison, Senior, I.A., Wong Ting-uo.

Morrison, Junior, I.A., Wong Kiu-ling.

Senior, I.A., Chiu King-ling.

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Montage—

In Hongkong.....\$54,500.00

In Shanghai.....44,146.03

In Pootung.....59,000.00

In Army.....22,800.00

1,275,646.03

Interest—

Chinese Imperial Government Loan, 1886.....33,066.69

Hongkong and Kowloon Wharf and Godown Company, Ltd., Debitors.....60,000.00

200 Shares in the Hongkong Land Investment Co., Ltd.....13,000.00

5 Shares in the China Fire Insurance Co., Limited.....375.00

106,441.69

Steam Fire Engines.....4,000.00

Accounts Receivable.....94,426.68

\$1,793,205.04

WORKING ACCOUNT, 1894.

To Losses and Claims paid.....\$ 74,448.25

To Return Premium and Re-insurance.....8,761.60

Remuneration to Consulting Committee and Auditors.....6,500.00

Balance as above.....92,503.93

\$180,213.78

By Balance from last account.....167,223.19

Profit on Exchange.....11,101.86

Increased value of Investments.....2,818.00

Profit on sale of Hongkong Island Lot No. 37.....327.22

\$ 3,145.22

Less loss on property Hongkong R.P. of Island Lot No. 26, returned by the Government.....1,256.49

1,888.73

\$ 180,213.78

WORKING ACCOUNT, 1895.

To Losses and Claims paid.....\$ 41,928.65

Charges.....21,228.28

Commissions.....26,985.29

Fire Brigade Expenses.....709.24

Exchange.....1,346.53

Balance as above.....260,712.64

\$353,671.69

By Net Premium received, less Returns and Discounts.....\$350,085.06

Interest.....103,428.63

Transfer Fees.....128.00

\$353,671.69

E. & O. E.

JARDINE, MATHESON & CO., General Managers.

We have examined the books and vouchers of the Company and certify that the above statements are in accordance therewith.

F. HENDERSON, A. COXON, Auditors.

Hongkong, 4th February, 1896.

LEGAL INTELLIGENCE.

IN BANKRUPTCY.

(Before Hon. W. M. Goodman, Acting Chief Justice.)

February 7th.

PUBLIC EXAMINATION OF MR. F. W. BIRCHALL.

The public examination of Edward Frank Birchall was held yesterday afternoon. Mr. A. Seth was present as Official Receiver, and Mr. E. J. Grist appeared for the debtor.

According to his statement of affairs, the debtor's assets amounted to \$3,493.67 and his liabilities to \$16,227.47. Of the assets \$1,500 had been realized, and the balance were book debts, which it was thought by the Official Receiver would be difficult to collect.

The debtor explained that he started business here at the suggestion of Messrs. Villa, Lopez & Co., Barcelona, who supplied him with \$10,000 worth of goods, part of which were sold here and part in Manila. It was verbally understood between him and the firm that he was to have 25 per cent commission. He had a power of attorney authorizing him to establish a branch of the Barcelona firm in the Philippines, but it was verbally understood that he was to establish an agency where he thought best. In consequence of a notice and "express" issued locally by the (the debtor's) credit had been ruined, and he contended that the Barcelona firm now wished to disconnect themselves from his liability. They had put in a claim for \$40,000 since the bankruptcy papers had been filed, but he (the debtor) did not consider them as creditors.

After a long examination into details, his Lordship, at the request of Mr. Grist, said he would adjudge the debtor, and would adjourn the examination until the 20th inst.

SUMMARY JURISDICTION.

(Before His Honour Mr. Justice Wills.)

February 7th.

THE following cases have been set down for the respective dates:—

Tuesday, February 11th.

138—Cheung Yee Shing v. Wing Chuk Lam.....102.39

Wednesday, February 12th.

Amusements.

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.
Will give Two Performances of
"TRIAL BY JURY"
and
"CREATURES OF IMPULSE"

TO-MORROW
(SATURDAY), the 8th February, 1896.
Commencing each Evening at 9 P.M. precisely.

TICKETS can be obtained at the THEATRE ROYAL on and after MONDAY, the 3rd February, at 10 A.M.
BOOKING OFFICE open each day from 10 A.M. to 4 P.M.

Prices \$1, \$2 and \$3.
The Public are reminded that NO CHITS WILL BE TAKEN at the Booking Office.
LATE TAKES 15 minutes after each Performance.
Hongkong, 27th January, 1896. [212]

THEATRE ROYAL, CITY HALL.

Under the Distinguished Patronage of
His Excellency THE GOVERNOR.

SIGNORINA VICTORIA FERRY.
Assisted by
SEVERAL LEADING AMATEURS.

TUESDAY, the 11th February, 1896,
at 9.15 P.M.

SERPENTINE DANCES.
SEATS can be Booked at Messrs KELLY & WALSH'S, 1, 1.

Prices as Usual.
Hongkong, 3rd February, 1896. [257]

Intimations.

FRENCH CONFECTIONERY.

Crystallized Fruits, Baked Almonds, Caramels, Macarons, etc., etc.

Vanilla Creams, Honey Creams, Caramels, Nougat Pistache, Pineapple Chocolate, Chocolate Walnut.

Plush Bags, Plush Boxes and Fancy Boxes, etc., etc.

"TAN-SAN," the New Japanese Table-Water which contains 8 per cent. more iron carbonate than that from any other Chalybeate Spring.

FLETCHER & Co.,
23, Queen's Road Central.
Hongkong, 10th October, 1895. [48]

MR. CHADWICK KEW,
(LATE OF FOOTE & NOBLE.)

HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & Co.

Teeth filled permanently from \$1.00 upwards. Crown and Bridge-work inserted and Teeth EXTRACTED.

PLATES A SPECIALITY.
Hongkong, 7th June, 1895. [35]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board ship.

We are the only Water-Boat Company in Hongkong exclusively supplying FILTERED WATER.

Call Flag "W."
J. W. KEW & Co.,
STEAM WATER-BOT CO.,
18, Praya Central.
Hongkong, 7th October, 1895. [36]

KANANGA OF JAPAN
(REGISTERED)
RIGAUD and Co.
PARIS

Kananga Water the most delightful fully refreshing Toilet Water. It renders the skin firm, removes mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S IXORA D'AFRIQUE EXTRACT
RIGAUD'S LILY OF THE VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE or Chamellie EXTRACT
8, RUE VIVIERNE, 8, PARIS

The Life of Food is the fat within it—the more fat the more real benefit from food; that is why cod-liver oil is a powerful builder of flesh.

Scott's Emulsion of pure cod-liver oil with Hypophosphites has solved the problem how to take cod-liver oil. For that reason if no other the medical fraternity prescribe it for all wasting diseases.

The combination of Hypophosphites peculiar alone to Scott's Emulsion has added vastly to the oil value—they are a direct tonic to brain and nerve.

Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.
Hongkong, 7th March, 1894.

Intimations.

SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION

JAVA POWDER



CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Andemare's Watches awarded the highest Prizes at every Exhibition; and for Veiglander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

No. 54 & 56, Queen's Road Central. [37]

G. FALCONER & CO.,

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

No. 48, Queen's Road Central. [38]

LEVY HERMANOS.

AND AT SHANGHAI, MANILA, ILOILO AND PARIS. JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.

Also GENERAL IMPORT & EXPORT. 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office. [41]

F. CAZANOVE,

BORDEAUX. GOLD MEDALS Bordeaux, 1882. Paris, 1889.

LIQUOR OF THE REVEREND FATHER A. KERMANN.

This ELIXIR is employed with success to restore the FORCES of the STOMACH and FACILITATES the DIGESTION.

TONIC WINE Of the Rev. Father A. KERMANN MOA-KINA of Dr. GOLL CREME DE MANDARINE. AVELINE, ANISETTE APERIFINE.

Apply to MESSRS DODWELL, CARILL & Co., Agents for M. OPPENHEIMER & Co., PARIS.

Shipping.

STREAMERS.

"SHIRE" LINE OF STEAMERS. FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "MERIONETHSHIRE." Captain Davies, will be despatched for the above Ports on MONDAY, the 10th instant, at 3 P.M.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents. Hongkong, 5th February, 1896. [1839]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship "KUTSANG." Captain Geo. Payne, will be despatched as above on MONDAY, the 10th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHEWSON & Co., General Managers. Hongkong, 4th February, 1896. [1896]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA. THE Steamship "RADNORSHIRE." Captain Davies, R.N.R., will be despatched as above on or about TUESDAY, the 11th instant.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents. Hongkong, 3rd February, 1896. [1895]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship "PORT ADELAIDE." will be despatched about 21st February. S.S. "GHAZEE" will be despatched about 4th March.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents. Hongkong, 5th February, 1896. [278]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA. THE Steamship "SHANTUNG." Captain Frampson, will be despatched on MONDAY, the 10th February.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 30th January, 1896. [237]

"GLEN" LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON, VIA SUEZ CANAL. THE Steamship "GLENESK." Captain Webster, will be despatched as above on TUESDAY, the 11th instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHEWSON & Co., Agents. Hongkong, 4th February, 1896. [199]

NORDEUTSCHER LLOYD.

NOTICE. STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.)

THE Company's Steamship "HOHENZOLLERN." Captain P. Wettin, will leave for the above Ports on or about TUESDAY, the 11th instant.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 6th February, 1896. [272]

NORDEUTSCHER LLOYD.

NOTICE. STEAM TO SHANGHAI. THE Company's Steamship "PRINZ HEINRICH." Captain W. Schindler, will leave for the above Port on or about the 10th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 6th February, 1896. [272]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship "PYRRHUS." Captain Batt, will be despatched as above on WEDNESDAY, the 13th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 6th February, 1896. [283]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.) STEAM TO SHANGHAI AND KOBE. THE Company's Steamship "MARIA TERESA." will leave for the above places on or about THURSDAY, the 13th instant.

For Freight or Passage, apply to SANDER & Co., Agents. Hongkong, 4th February, 1896. [285]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Steamship "TAIYUAN." R. Nelson, Commander, will be despatched on TUESDAY, the 11th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 5th February, 1896. [277]

SAILING VESSELS.

FOR NEW YORK. THE 3/4 L.L. American Ship "DANIEL BARNES." Arps, Master, will lead here for the above Port, and will be despatched on or about the 13th February.

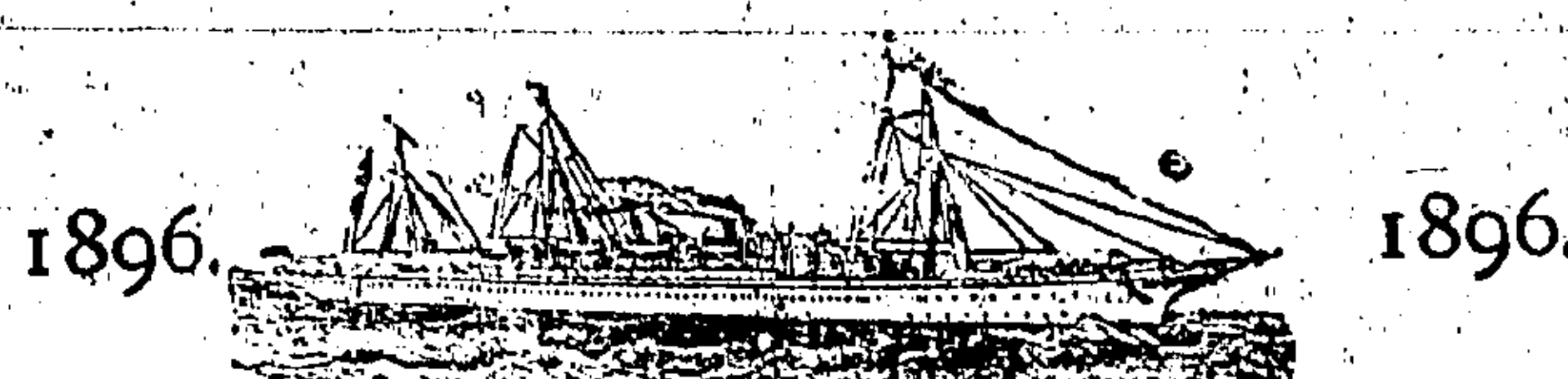
For Freight, apply to CARLOWITZ & Co., Agents. Hongkong, 14th January, 1896. [1857]

FOR SAN FRANCISCO. THE 100 A.L. British Ship "BRODIE CASTLE." Ferguson, Master, will lead here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Agents. Hongkong, 5th December, 1895. [1896]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1896. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 10th February.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 18th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 8th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 14 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Strait, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STREAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Book, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street. [3]

Hongkong, 22nd January, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama).....Tuesday, 3rd March, at Noon.

Galle (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....Saturday, 21st March, at Noon, 1896.

Belge (via Nagasaki, Kobe, Inland Sea & Yokohama).....Wednesday, 8th April, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 3rd March, 1896, at Noon, Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information, as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 3rd February, 1896. [18]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1895. [19]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN. The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST, and to the ILLINOIS and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table, Doctor and STEWARDESSE carried.

HONGKONG TO NEW-YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$235. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria.....[3,167] Monday...[Feb. 10.]
Hankow.....[3,594] Tuesday...[Mar. 10.]
Tacoma.....[2,549] Tuesday...[April 7.]
Victoria.....[3,167] Tuesday...[May 6.]

THE Steamship "VICTORIA."

Captain J. Pantou, R.N.R., sailing at 10 A.M. on MONDAY, the 10th February, will proceed to VICTORIA, B.C. and TACOMA, Wash., via AMOY, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARILL & Co., General Agents. Hongkong, 6th February, 1896. [4]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896. (Subject to Alteration.)

Mount Lebanon | Wednesday... | 12th Feb.
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON." will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on WEDNESDAY, the 12th February.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents. Hongkong, 27th January, 1896. [123]

NORDEUTSCHER LLOYD.

NOTICE. STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON. TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich... | Tuesday... | 3rd March.
Prinzess... | Tuesday... | 31st March.
Sachsen... | Tuesday... | 28th April.
Kaiserin... | Tuesday... | 25th May.
Prinz Heinrich... | Tuesday... | 23rd June.

ON TUESDAY, the 3rd day of March, 1896, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain W. Schindler, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 29th Feb. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 2nd March, and Parcels will be received at the Agency's Office until Noon on MONDAY the 2nd March. Consular Invoices are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 6th February, 1896. [272]

HONGKONG TIMBER YARD, WANCHAI.

OREGON FINE SPARS AND LUMBER Always on Hand. L. MALLORY. Hongkong, 24th June, 1895. [19]